

A12-2-2
Appendix A

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STORAGE INSTRUCTIONS - A12 AIRCRAFT

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GENERAL INFORMATION - STORAGE OF A12 AIRCRAFT

1-1. Purpose:

- a. The purpose of this appendix is to provide special storage instructions peculiar to the A12 series of aircraft, and supplement the general storage of aircraft instructions contained in T. O. 1-1-17.

1-2. Responsibility:

- a. The length of time the aircraft is to be stored, local climatic conditions, and the amount of exposure to weather must be considered in processing the aircraft into storage. Aircraft is to be stored in accordance with existing directives, and by using the minimum requirements. The requirements will be sufficiently critical to insure that airframe, systems, components, and assemblies will be processed into a satisfactory state of preservation.
- b. When necessary to place aircraft in storage, every reasonable effort will be expended by the storage activity to insure that the stored aircraft can be withdrawn from storage with a minimum of manhours and requirements for parts.
- c. Activities performing maintenance on aircraft which have a "storage history" within the past six months, shall accomplish the "removal from storage requirements" on all items which have not been previously cleared on aircraft maintenance forms.

1-3. Types of Storage:

- a. TEMPORARY storage includes those aircraft undergoing minor repair, modification, awaiting re-assignment or disposition, being held as operational reserve; or any other circumstance which would result in an aircraft being grounded up to and including 90 days.

1-3. (Cont'd)

- b. EXTENDED storage includes aircraft undergoing major repairs, modification, pending assignment, withdrawal from active service, or any other circumstance which would result in an aircraft being grounded over 90 days.

NOTE

Temporary and extended storage conditions for the A12 aircraft are virtually identical. The only prime difference being that under TEMPORARY storage conditions, it may be decided to keep the airplane current with regard to any "Flight Safety" or "Urgent Action" service bulletins.

1-4. Entries on Aircraft Forms.

- a. Entries concerning type of storage, date placed in storage, equipment removed from aircraft, etc., will be entered of the applicable forms in accordance with T.O. 00-35D-730.
- b. Aircraft forms will be processed in accordance with applicable directives when an aircraft is being returned to service from storage status.

1-5. Inspection of Stored Aircraft.

- a. Aircraft will be inspected in accordance with requirements of paragraph 3, Section II, of T.O. 1-1-17.
- b. If, during periodic examination of the stored aircraft, it is determined that preservation of any system is inadequate, additional preservation will be accomplished as determined necessary by local maintenance office.

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PROCESSING AIRPLANE INTO STORAGE

2-1. Airframe:

- a. Remove all ejection seat pyrotechnics and place in "active" storage.
- b. Remove loose equipment from cockpit, including seat belts, shoulder harness, and other such articles subject to mildew or deterioration through non-use.
- c. Remove the drag chute, and store it.
- d. Clean interior of cockpit and equipment bays as per A12-2-2 T. M.
- e. Wash and rinse entire airplane as per the A12-2-2 T. M. (including inside wheel wells and nacelles).
- f. Clean windshield and canopy glass as per A12-2-2 T. M.
- g. Clean landing gear and tires as per A12-2-2 T. M.
- h. Lubricate aircraft as per A12-2-1 T. M. (or work cards).
- i. Coat all 422 stainless parts (such as inlet and surface control actuators) with Rustlik 606. (Available in small spray cans.)
- j. Install normal equipment bay hatch. Store additional hatches for specific airplane in camera maintenance area. (Store separately within respective packing boxes in camera maintenance area. Identify in detail.)
- k. Cover all openings with standard covers, plugs, etc. Use approved substitutes as necessary to cover all openings (aerial refueling port, nacelle openings, etc.). Secure covers with approved adhesives as per list provided in Section III of the A12-2-2 T. M.
- l. Install protective covers for canopy, windshield, plastic areas, etc.

2-1. (Cont'd)

- m. Install static grounds.
- n. Verify that all safety locks and pins are installed.
- o. Remove MAP DESTRUCT bottle from aircraft. Empty bottle, rinse thoroughly, and return to installed location in airplane. (Refer to Section IX of the A12-2-9 T.M. for applicable procedures.)
- p. Remove RAIN REMOVAL tank from aircraft. Drain tank, rinse thoroughly, and return to installed location in airplane. (Refer to Section II of A12-2-9 T.M. for applicable procedures.)

NOTE

Refer to specific storage instructions for engines, fuel systems, etc., which follow.

2-2. Power Plants and Remote Gear Box:

- a. Remove engines and store. (Refer to PWA JT11D-20 Special Instructions for processing engines into storage.)
- b. Drain and flush engine oil from the remote gear box. Fill (completely) gear box with SP302 hydraulic oil.
- c. Cap or cover all openings, lines, fittings, connections, etc., in nacelle area.

2-3. Fuel System:

- a. Drain Liquid Nitrogen from Inerting Dewars. Refer to Section XI of A12-2-5 T.M.
- b. Defuel aircraft completely. Refer to Section VI of A12-2-5 T.M. Drain all possible fuel from drains.

2-3. (Cont'd)

WARNING

Observe "General Maintenance Procedures" in Section II of A12-2-5 T. M. while performing fuel tank maintenance.

- c. Purge Inerting System plumbing and fuel tanks with Gaseous Nitrogen from ground gig. Refer to Section XI of A12-2-5 T. M.
- d. Replace all access covers, and seal.

2-4. Electrical System:

- a. Remove batteries from aircraft and process for return to active stores.
- b. Cover battery connectors with protective shroud.
- c. Open all circuit breakers.

2-5. Electronic Equipment.

- a. Remove following equipment and return to active supply or package in accordance with T. O. 00-85-3, Section XI (Dehydration) and store.
 - (1) ARC 50 Receiver and Interrogator
 - (2) IFF
 - (3) 618T Transceiver and Tuner
 - (4) Inlet Control Computer
 - (5) Inlet Control Alpha/Beta Transducer
 - (6) Radio Compass
 - (7) Flux Gate Compass

2-5. a. (Cont'd)

(8) SAS and Autopilot ECA's

(9) Air Data Computer

(10) Transducer Scheduler

NOTE

Additional electronic equipments may be removed as deemed advisable by responsible maintenance personnel at using facility.

Maintain adequate records.

- b. Protect all disconnected fittings and connectors with suitable plugs, caps or protective shrouds.
- c. Remove any destructors.
- d. Locate about 25 lbs. desiccant in cockpit, and 15 lbs. in E-bay. Use desiccant to specification MIL-D-3464B. (One pound bags FSN-6850-264-6572, 8 oz. bags FSN-6850-264-6571.) For specific quantities of desiccant required refer to MIL-P-116E.

2-6. Instruments:

- a. Instruments are to remain in aircraft.
- b. Install protective covers on pitot masts and probes.
- c. Cover flush static openings with an approved non-corrosive material and secure with tape. (Refer to A12-2-2 T.M. for list of approved materials.)

2-7. Landing Gear:

NOTE

Airplane is to be stored on its wheels.

- a. Set 150 psi air pressure in all tires.

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2-7. (Cont'd)

- b. Install spacer plugs on oleo struts to control strut position.
- c. Coat exposed area of struts and actuating cylinders with SP302 hydraulic oil.
- d. Chock airplane fore and aft.
- e. Cover tires with suitable protective covering to maintain rubber free of grease, oil, etc.

2-8. Brake Systems:

NOTE

Process brake systems into storage prior to processing main hydraulic systems.

- a. Dump brake accumulator nitrogen charge.
- b. Bleed nitrogen pressure from brake reservoirs.
- c. Bleed brake relay system to completely fill brake reservoirs. (Refer to A12-2-3 T. M. for recommended procedure.) DO NOT drain reservoirs to operational level after filling, and DO NOT re-apply nitrogen inerting.
- d. Install reservoir drain port and fill plugs.
- e. Close nitrogen charging valve.

2-9. Hydraulic Systems:

NOTE

Process brake systems first.

- a. Dump nitrogen inerting charge of all hydraulic reservoirs. Leave the reservoir pressure dump valves in the DUMP position.
- b. Dump nitrogen charge from brake accumulator.
- c. Flush hydraulic system to ensure that fresh SP302 oil in systems. Completely fill all four hydraulic systems, including nitrogen inerting space of reservoirs.
- d. Install a plug in the vent port of each reservoir dump valve.

REMOVAL OF AIRCRAFT FROM STORAGE

3-1. Airframe:

- a. Remove covers, plugs, shields, tape, etc., from airframe.
- b. Carefully inspect airframe for signs of deterioration and/or accumulations of dust and dirt. Remove evidence of contamination and clean aircraft as necessary. Pay close attention to confined and/or enclosed areas.
- c. Remove all lubricant/preservative applied during preparation for storage. Use only approved cleansers as per the A12-2-2 T. M.

3-2. Power Plant and Remote Gear Box:

- a. Service remote gear box with oil as per PWA JT11D-20 Instructions.
- b. Remove all covers, caps, plugs, etc., from nacelle area.
- c. Install engines.

3-3. Electrical System:

- a. Install batteries in aircraft.
- b. Apply external cooling air to aircraft.
- c. Apply external electrical power to aircraft.

3-4. Electronic Equipment.

- a. Remove caps, plugs, and protective covers.
- b. Re-install equipment removed during storage procedures.
- c. Closely inspect electronic equipment which was left in the aircraft. Remove and replace as necessary.

3-5. Instruments:

- a. Remove protective covers.
- b. Carefully inspect instruments for evidence of deterioration.
Remove and replace as necessary.
- c. Conduct thorough checkout of pitot-static system.

3-6. Landing Gear:

- a. Remove preservative from actuators and struts if not previously accomplished.
- b. Service tires as per A12-2-3 T. M.
- c. Conduct checkouts as required.

3-7. Brake System:

- a. Flush/bleed system.
- b. Service as per A12-2-3 T. M.

3-8. Hydraulic Systems:

- a. Flush all hydraulic systems thoroughly.
- b. Service systems as per A12-2-3 T. M.
- c. Conduct cold leak check.
- d. Conduct hot leak check.

3-9. Flight Controls.

- a. Closely inspect control systems for evidence of deterioration and accumulation of dirt, dust, etc. Clean as necessary.
- b. Bleed servo damper chambers.
- c. Cyclic bleed control system thoroughly as per A12-2-7 T. M.
- d. Conduct Frequency Response checks as per A12-2-7 T. M.
- e. Conduct Flight Control System checkout as per A12-2-7 T. M.
- f. Conduct AFCS checkouts.

3-10. Fuel System:

- a. Fuel aircraft and service Nitrogen Inerting system in accordance with A12-2-5 T. M. procedures.
- b. Conduct thorough checkout of system as per A12-2-5 T. M.

3-11. Liquid Oxygen System.

- a. Remove protective caps/plugs.
- b. Flush system as per A12-2-9 T. M.
- c. Service system and conduct thorough system checkout as per A12-2-9 T. M.

3-12. Drag Chute:

- a. Check out system.
- b. Install Drag Chute.

3-12. Cockpit:

- a. Replace loose equipment.
- b. Replace ejection seat pyrotechnics.
- c. Conduct appropriate checkout/inspection.

3-13. Inspection Requirements:

NOTE

The inspection requirements for processing the airplane into service following storage will vary according to the Duration of Storage, ambient conditions at storage site, amount of service bulletin incorporation required, etc.

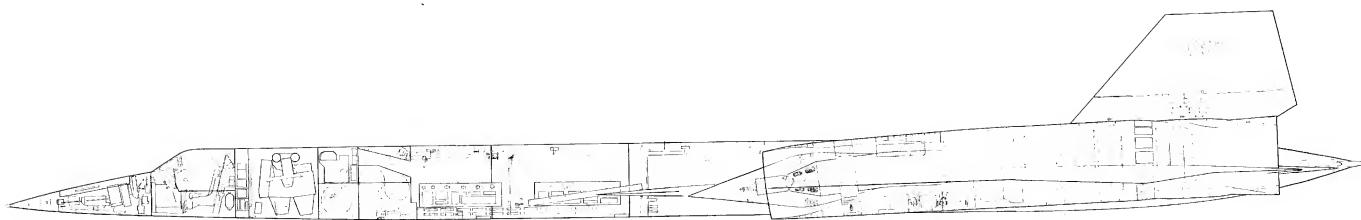
- a. Giving full consideration to the specific storage conditions of the airplane being returned to service, conduct the applicable inspections in Sections VI, V, and IV of the current A12-6 Inspection Manual.
- b. Conduct BASIC POSTFLIGHT inspections (Section II) of the A12-6 T.M.
- c. Conduct PREFLIGHT inspections (Section I) of the A12-6 T.M.
- d. Perform a Functional Engineering Test Flight.

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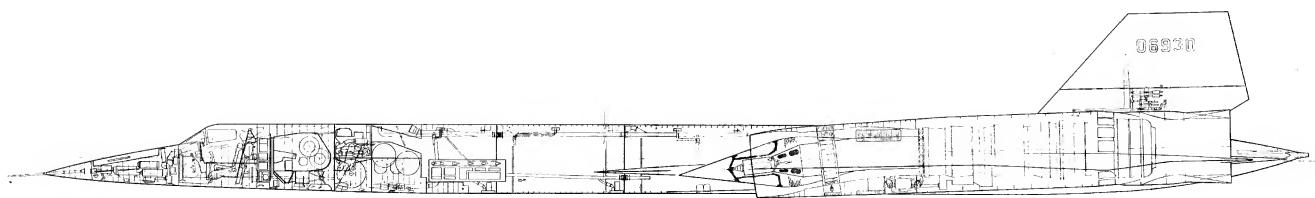
AIRPLANE 122



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BLACK SHIELD AIRPLANES

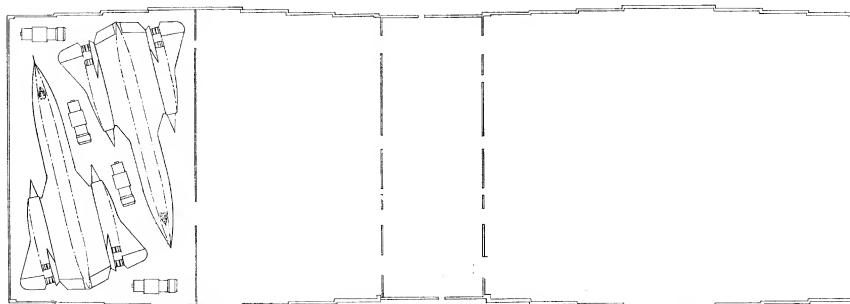
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SOUTH BASE HANGARS
SCALE 1" - 20'

1967

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DETACHMENT AREA

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